

**RESOLUTION NO. 2010 - 19**

**A RESOLUTION ESTABLISHING POLICY ON FLEET FUEL**

**WHEREAS**, the City of Bellingham has previously supported action by cities, communities, state and federal governments to take actions that reduce global warming pollution; and

**WHEREAS**, the City of Bellingham has made environmental and social sustainability a priority in its policies and operations; and

**WHEREAS**, the well-to-tank phase of high carbon fuels such as those derived from Canadian Tar Sands generates significantly more global warming pollution than the well-to-tank phase of other fuels; and

**WHEREAS**, the production of tar sands oil from Canada involves environmental and social impacts that include permanent damage to Canada's Boreal forest ecosystem and the Athabasca River ecosystem, destruction of scarce freshwater, generation of toxic waste held in open pits that leak, contamination of wildlife habitat and elevated levels of cancer in human communities downstream of tar sands operations; and

**WHEREAS**, the City of Bellingham's fleet fuel supplier purchases fuel produced by refineries that take feed stocks including material from Canadian Tar Sands; and

**WHEREAS**, in 2005, Bellingham's Mayor signed the Mayor's Climate Protection Agreement which states that signatories will, as City policy, "strive to meet or exceed" Kyoto Protocol targets for reducing global warming pollution by taking actions in our own operations and communities; and

**WHEREAS**, the Climate Protection Action Plan establishes a policy goal to reduce the annual emissions of greenhouse gas pollution resulting from City of Bellingham municipal operations by 64% below 2000 levels by 2012 and by 70% below 2000 levels by 2020.

**NOW, THEREFORE, BE IT RESOLVED**, that, the City of Bellingham will add the following policy objectives at the time for Requests for Proposals of the next fleet fuel supply contract where such effort is reasonably feasible:

- Avoiding the sourcing of fuels with higher than normal greenhouse gas (GHG) footprints relative to the footprint of traditional petroleum fuel, per unit of delivered energy, measured on a well-to-tank basis;
- Avoiding the sourcing of fuels with higher than average life-cycle levels of environmental or social impacts, including impacts on endangered forests, natural and imperiled ecosystems, wildlife, water quality, air quality, indigenous peoples and/or local communities;


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- Giving preference to fuels with lower than normal GHG footprints relative to the footprint of traditional petroleum fuel, per unit of delivered energy, measured on a well-to-tank basis; and
- Minimizing fuels produced by refineries taking feed stock from Canada's Tar Sands.

**PASSED** by the Council this 7th day of June, 2010.

  
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Council President

**APPROVED** by me this 10th day of June, 2010.

  
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Mayor

**ATTEST**   
for Finance Director

**APPROVED AS TO FORM:**

  
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Office of the City Attorney

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